

EXPECT BIG CROWDS AT MOTOR EXHIBITS

Eastern Automobile Show to
Open in Grand Central Pal-
ace, New York, December 31

From present indications, the largest crowd of out-of-town visitors attending an Eastern automobile show is expected this season at the Sixteenth National Show of the National Automobile Chamber of Commerce, in Grand Central Palace, which opens December 31.

The general feeling throughout the country that a wave of prosperity is about to sweep from coast to coast means that automobile dealers in many cities expect to do an increased business and plan to visit one of the National Shows at New York and Chicago, in order to secure the agency for new cars or to look over the show generally to find out what competing car manufacturers are offering.

Dealers in accessories plan to swarm to the shows in great numbers to close new contracts to handle additional lines the coming season.

Big Accessories Displays.

On New Year Day and each day during the exhibition the show will open at 10 a. m. and close at 11:30 p. m., with the exception of Sunday, when the Palace will be closed. One day will be set aside as Society Day—January 5—but there will be no extra charge for admission on this day.

There is always great interest displayed in what is new in the accessory and sundry line, and the two top floors will be loaded with exhibits including about everything that it would be possible to incorporate in the construction or adornment of a car.

Many devices and inventions promised for the show are new and have not heretofore been revealed to the public. New starting and lighting systems, mechanical horns, spark plugs, wire wheels, magneto, carburetors, transmissions, new type motors, castings, tachometers, electric gear shifts, wind shields, lubricants, and dozens of other things, nearly all of new design, will interest the car owner.

Because of the appearance on the market of numerous new cars of the multiple-cylinder type, these will naturally form one of the show's most attractive features. Four and six cylinder cars have been seen in quantity for years, but this year numerous companies will show eight and twelve cylinder models. The "eight" made its debut at the last national show, but the "twelve" will be seen on exhibition for the first time.

Reductions In Price.

While the natural supposition would be that eight and twelve-cylinder cars should cost far more than models having a smaller number of cylinders in their motor, this is not the case. In fact, with perhaps one or two exceptions, makers of multiple-cylinder cars are putting them out at a price below what the sixes cost last season. One of the pleasant surprises of the show will be the reductions in price in practically every class of car.

While many visitors go to see what is new in the way of mechanical contrivances and improvements, there is an enormous percentage, particularly among woman visitors, who go to observe the outer physical refinements. The average woman cares little about looking under the hood or opening up the rear-axle housing, even though she may understand the workings of a motor. Nowadays people take it for granted that the mechanical parts of a car are up to a certain standard. New ideas in interior decoration, upholstery, the convertible body with either open car or limousine possibilities, the seating arrangement designed with the comfort of passengers in view, the artistic exterior lines and color combinations of the body—all of these come in for a large share of consideration.

Automobile salesmen say that it is remarkable how quickly show visitors notice points of minor refinements without their attention being called especially to them.

Proper Use of Brakes Will Avoid Tire Wear

Locking Wheels and Sharp Quick Turns Strips the
Thread and Harms Fabric of Tires—Difference
in Adjustment Likely to Cause Damage.

Tire usage, with suggestions for reducing expense, is the theme of this series of eight articles by J. J. Haas, manager of the Washington branch of the Firestone Tire and Rubber Company.

No. 5—On the Use of Brakes.

By J. J. HAAS.

Knowing how to stop, when necessary, is considered of more importance than a knowledge of how to start the engine, therefore, the use of service and emergency brakes is taught to the new car owner, early. Being somewhat nervous and timid, the driver may apply the brakes very hard with the result that one or both rear tires receive tread damage as shown by the accompanying illustration.

Locking the wheels will not, under all



Effect of Applying Brake Too Hard.

conditions, bring the car to an immediate stop. The momentum and weight will frequently cause the rear wheels to slide along for a considerable distance and grind off the tread of the tires in the same manner that street car wheels receive flat spots. When ground down to the fabric in this way, the tread should be given early attention to protect the fabric from decay and weaken the effect of moisture, and to prevent dirt from working under the rubber with probable separation of other tread portions. It is well to inspect inside of case and repair any threads or piles of fabric, broken from strain.

Watch the Brakes.

Sharp, quick turns or fast driving at curves usually causes rear wheels to slide and skid sideways. This not only wears off the tread rubber quickly, but, on account of the unusual strain, is particularly harmful to the fabric body of the tire.

It is recommended that the service (foot) brakes be given occasional inspection. Any difference in adjustment of brake drums can be discovered by jacking up rear axle so that neither wheel rests on the ground, then start engine and engage clutch. If, upon application of foot brakes, one rear wheel revolves faster than the other, the tire on the one turning slowest receives more strain, and, under the circumstances, excessive wear to the tread rubber may be expected.

The clutch plays an important part in the efficiency of the car in the service of the tires. It is essential, therefore, that same be kept in good order so that it will take hold smoothly when gears are

engaged. Usually the taking up of loose bearings and frequent lubrication will insure the desired results. Avoid letting in the clutch quickly while the engine is running fast—such treatment is not good for either car or tires.

Grinding the Tread.

Spinning the driving wheels in mud, snow or on slippery roads may grind off the tread rubber and sometimes snag the cover along the entire wheel circumference; it is not unusual for the tread to be torn loose from the fabric in places.

Tread Attachments, "Reliners" and "Inside Protectors."—An engineer does not depend upon the strength of material alone to make a safe railroad bridge or building—it is necessary that the structures also be designed along the right principles. A successful tire must be properly designed, i. e., the shape suitable for the size of the section and a correct balance is an essential thing; the tire

must be strong enough to render

good service but not too thick, heavy or stiff to prevent distribution of strains and stand the flexing action in side walls.

Effect of Reliners.

Extra thicknesses and weights added to tires will cause additional heat and interfere with the radiation. Tread attachments or covers creep, chafe, heat, and stiffen the tread to such an extent that fabric breaks are caused by a localized flexing action in side walls.

It is not advisable to use reliners in new tires, because they tend to flatten the tires similar to under inflation, and, in many ways, interfere with the design and intended action. If made of flexible material, and well constructed, reliners are a good thing in old tires, having separation and breaks in the fabric, and which would not without re-enforcement be serviceable. Under such circumstances, reliners strengthen the tires, protect inner tubes from being pinched by the fabric and often make it possible to secure a great deal of mileage.

(Next week's article by Mr. Haas will have to do with "Rim Cuts, Running on Deflated Tires, and Driving in Street Car Tracks.")

Talks of Palestine.

The monthly meeting of the Women's National Press Club was held last night in the Raleigh. Mrs. Lydia Mountford, of Palestine, who described the people and customs of her native land, was the principal speaker. Mrs. Mary S. Lockwood, president of the club, presided.

"UNIT CAR" SOON TO BE PUT ON MARKET

It has become definitely known that rumors current in the great motor centers that one of the oldest, most conservative, and best-known manufacturers in the United States intends to announce a car of new design on January 1 are true. If an attempt is being made to surround the forthcoming announcement with a veil of mystery the attempt is successful. Certain facts regarding the car or series of cars, whichever it may be, have been allowed to reach the public. Briefly, these are as follows:

The car is referred to as "the Unit Car." A company distinguished by its conservatism and quality of its product and service is building the new car. The car itself is a co-ordination of essential qualities—lightness, durability, smoothness, comfort, rapid acceleration, speed, stability, full equipment. Special attention has been paid to features which will make it easy to handle, that it may be used either by men or women with comfort and safety.

The company is prepared to begin delivery of cars immediately following the appearance of its first announcement. The period of experiment has been passed. Ample tests by men outside the organization have just been completed satisfactorily.

Nothing more than the above generalities have been allowed to leak out. From the fable of qualities provided and the statement, "features which will make it easy to handle, that it may be used either by men or women with comfort and safety," indicates the company has foreseen the demand for a light, durable, powerful, and fast car that both sexes will seek when they buy 1916 models.

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